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m *	CENTRAL I	NTELLIGENCE AGENCY	
	INFORMA	ATION REPORT	
COUNTRY	USSR		DATE DISTR. 22 May 1993 50X1
SUBJECT	Lugansk Locomotive Works, Material and Power Supply/	Installations, Raw Plan of Voroshilovgrad	NO. OF PAGES #
PLACE ACQUIRED		50X1	NO. OF ENCLS. 2 (LISTED BELOW) (Encl. "A" & "B")
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- 2. The Locomotive-Building Plant Imeni October Revolution (OR) was built long before World War I. It belonged to a (fnu) Hartmenn. Planning for the reconstruction of this plant started in 1927. The project implied an increase in production of Su 1-3-1-type locomotives up to 500 per year.
- 3. Reconstruction plans called for construction of two new shops in addition to replacement of worn-out equipment and enlargement of existing shops. The new shops were a steel foundry shop and a forge press plant. See Enclosure A.
- 4. Metallic construction work for the steel foundry was carried outby the German company, Gutehoffnungshutte, and construction of the forge by another Germany company, the Steffense Nelly.
- 5. Construction started in 1929. The shop produced smelted steel for the first time in 1931. Quality of the construction work was good, especially in comparison with the buildings of the first Five Year Plan. Construction of the forge took a longer time.
- 6. Raw materials. For the most part, Lugansk Works provided its own raw material requirements. Coal, coke, and some of the pig iron were supplied from the Donbass. Scrap was supplied from various parts of the USSR.
- 7. Power sources. Lugansk Works had its own coal-operated power plant.
- 8. Production of locomotives and of rolled metal (rails, steel sheets, girders)
  was distributed according to instructions from the central authorities. Three
  other large plants were building locomotives, also. They were the Putilov Plant
  in Leningrad, the Sormovo Plant in Gor'ki, and the Kolomna Plant in Kolomna near
  Moscow new locomotive-building plants were not built in the
  USSR prior to 1941 and all the needs for locomotives were met by these four
  plants.

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- 9. Transportation inside the plant took place for the most part on normal gauge (15' 0") rails in a network extremely dense and complicated. A car had to travel a whole day from one shop to another. This network was scheduled to be rebuilt.
- 10. The Lugansk plant is located in the northeastern part of the city. There is a road from the plant to the city and regular bus service to and from the city.
- 11. Voroshilovgrad (formerly Lugansk) is located along the Kharkov-Millerovo railroad and is elongated along the railroad See Enclosure B. The main type of building in the town is the one-floor wooden house. There are two-and threestory brick houses in the center of town. In addition to the locomotive plant, the city has a cartridge plant. The population is Russian and Ukrainian. Some of the central streets are of asphalt. Others are paved with stone.
- 12. Voroshilovgrad has no university or airport; nor does it have any kind of waterways or sewage system. The city does have a water supply system and telephone and telegraph service.

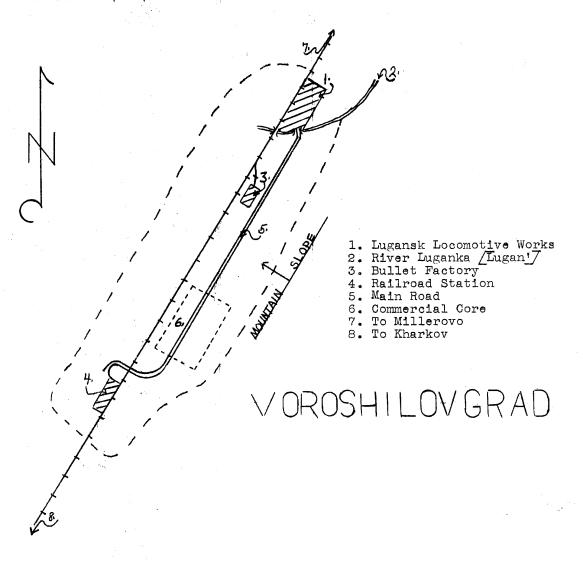
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Enclosure (A): Diagram of the Lugansk Locomotive Works Enclosure (B): Map of the town of Voroshilovgrad

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ENCLOSURE ( B ) -- MAP OF THE TOWN OF VOROSHILOVGRAD



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